

ex-Commodore S. Nicholson Kane, Newbury

shortly after 10 o'clock, and at 10:25 o'clock signalled that the course would be fifteen

the topsails were then sent up on each of the racing boats, and they were brokered out at 10:33, the wind being so light that they helped the boats in the manoeuvring.

The committee signalled that the course would be south-southwest, and the committee boat made the line, anchoring east-southeast of the lights. The tug John H. Scully started off to log the course, and the tug Coastwise started after her, steaming slowly, to act as a guide boat for the racers and to check the Scully.

to the anemometer on the point of the Hook at the rate of 3.5 miles an hour.

ALL READY.

When the preparatory gun sounded at 10:45 both yachts were on the starboard tack, the Reliance leading. Both were headed southeast, and the Shamrock was to leeward. Capt. Bier stood at the wheel of the Reliance, and Mr. Iselin and the

amateurs on board were gathered round the wheel. The crew were all at their stations, ready to carry any order out that was given.

Capt. Wringe held the wheel on the Shamrock, and Mr. Fife was standing right behind him. Capt. Bôvis was ready to carry forward any orders that Capt. Wringe might give him.

The Shamrock was footing faster than the Reliance and drew up on her, taking a position under the Reliance's lee quarter.

About two minutes after the gun the *Reliance* hauled more on the wind, and the *Shamrock* followed her example and luffed right across her stern, beginning to pinch out to weather of the defending boat.

The wind backed a point to the westward, and both yachts headed close-hauled to the south, the *Shamrock* working out to weather of the other boat. The air was paltry; the two yachts stood up as stiff as the proverbial church steeple, and made little headway.

Five minutes after the preparatory gun the wind had gone to the southwest by west, and the two boats were heading as high as the guide boat showing the direction of the course.

The big fleet of excursion steamers had

formed an arc around the line, and then the whistles of the revenue cutters were sounded to turn back those that were trying to get nearer in order to give those on board a good view of the race. There was plenty of room for the yachts to manoeuvre, considering the lightness of the weather.

JOCKEYING FOR THE START.

At 10:58 the Reliance took the port tack, and heeled back toward the Sandy Hook lightship, due north. She crossed the bow of the Shamrock just as the warning

At that moment Capt. Wringe brought the Shamrock on the port tack and followed on after the Reliance. They had the wind on the port beam, and Reliance bore off across the Shamrock's bows. Wringe pinched up to work out on the weather quarter of the defending boat. The Reliance was footing fast and bearing away from the Shamrock. She got a little puff that seemed to favor her and an open bit of clear water showed quickly between

The Reliance passed to the westward of the lightship, while the Shamrock passed between the lightship and the committee boat. Both yachts were on the line just as the starting gun sounded at 11 o'clock.

The Reliance wore ship and gybed. The Shamrock gybed when close to the line. She spun about like a top, and crossed the line in the lead, the Reliance about two lengths astern on the weather quarter. The Reliance had come down with good way on her, while the Shamrock gybed just on the line, which held up her headway. The Shamrock was timed at 11:01:14 and the Reliance at 11:01:47. Both were on the starboard tack, heading south-southwest. Every man on the

Two boats was lying at the ice ran to heel them as much as possible to their lines. Two figures in black were prominent in the white streaks of the crews' uniforms. They were the skippers, handling the wheels.

At first the Reliance seemed to walk right up on the Shanrock, but the Shanrock soon gathered headway again, and for some time they sailed along without

There was a slight ocean roll coming in from the southward and eastward. The Shamrock went through it without making

any fuss at all, and her sails were kept drawing all the time. The swell caught the Reliance under her flat bow, and lifted her slightly, so that she slatted the wind out of her sails, checking her headway. The

The excursion fleet divided into two squadrons. One division, led by revenue cutters and guardships, headed to the southward, and the second division, led by the Gresham, headed to the eastward.

SHAMROCK DRAWS AHEAD.

Slowly but surely the Shamrock was improving her position, and ten minutes after the start she had increased her lead to about 100 yards. Both were pointing about the same way.

The air had grown just a little stronger. It was coming from southwest by south.

There appeared to be much better wind in under the shore, but Capt. Barr didn't dare tack with the Reliance, because that would have cracked the Shemanchuk's tail.

on his weather quarter, Capt. Wringe, on the Shamrock, couldn't tack because the Reliance was just a little to weather, and he hadn't room to cross the Reliance's bow. The air grew light and paltry. First one boat would get a favoring puff and head out, and then the fluky wind would favor the other; but still they held close together, the Shamrock apparently footing

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